

Chapter 2. Participation Plan Elements

The framework for the PP for the MI Transportation Plan will include, but not be limited to, the following tools and techniques:

- Economic Advisory Group (EAG) meetings;
- Stakeholder interviews;
- Tribal outreach;
- Visioning process;
- Household participation studies;
- Stakeholder workshops;
- Public meetings;
- Community and Environmental Justice outreach;
- State Library System collaboration;
- Partner [Metropolitan Planning Organizations (MPO)/Regional Planning Agencies (RPA)] involvement process;
- Visualization and other communication techniques;
- Government Cable Television access;
- Web site/Web page; and
- Hotline.

2.1 Visioning Process

The first task in developing the MI Transportation Plan is to begin the visioning process, which will build upon the results of the extensive visioning process that took place during the December 2003 Transportation Summit. Participation at this stage is crucial, because the vision developed through this transparent process is central to and will serve as the backbone of all future work.

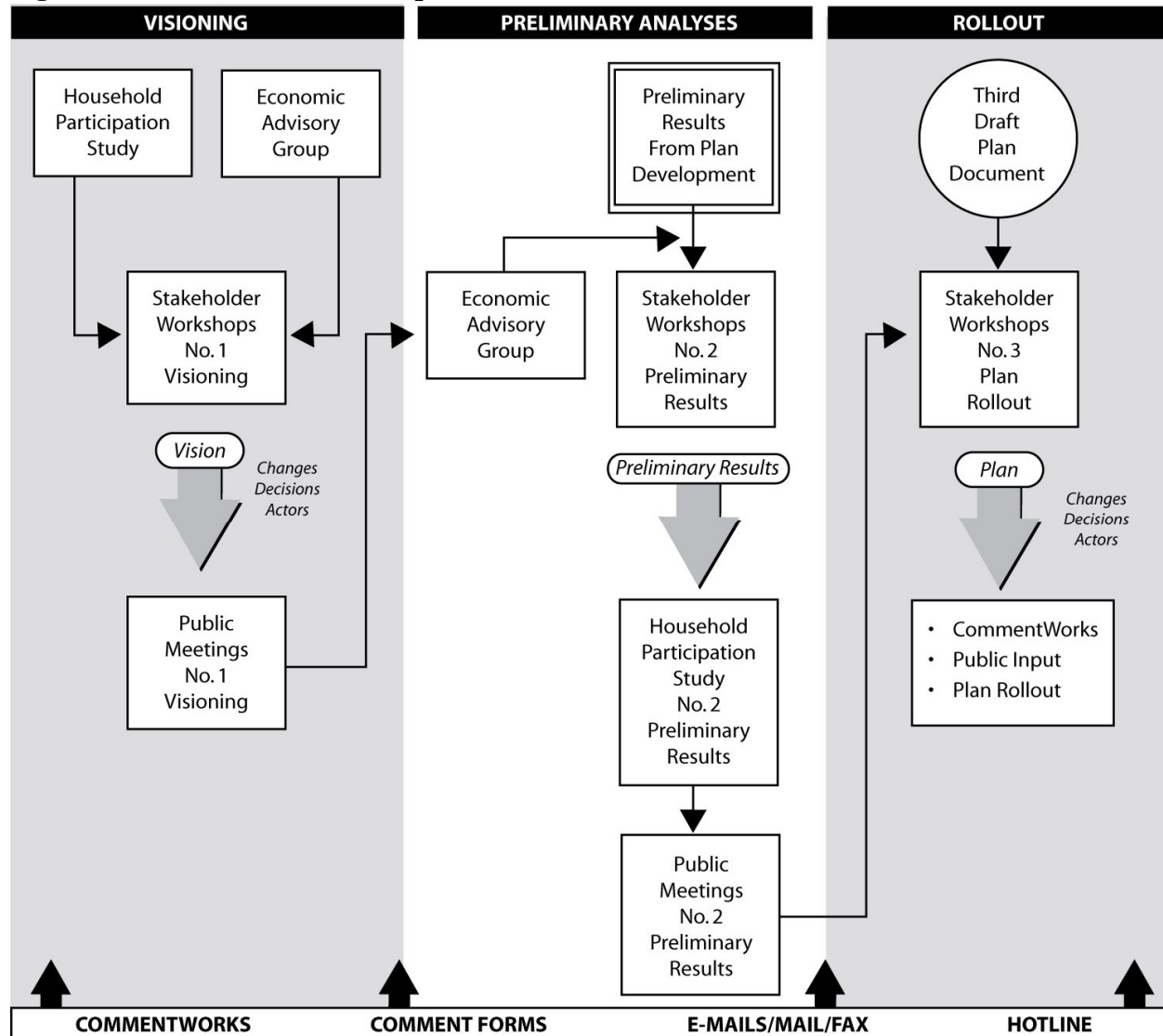
As the MI Transportation Plan evolves, the project team will tailor subsets of the vision to address the specific needs and characteristics of individual corridors. The visioning process will continue throughout the development of the MI Transportation Plan as statewide and corridor strategies are defined.

The visioning process also will include initial input to the performance measures. Often, performance measures are developed later in the process and without any real public input, but such measures should reflect what the public views as important to the transportation system for 2030. This also addresses the need for early and continuous public input into the MI Transportation Plan.

The project team will conduct Economic Advisory Group (EAG) briefings, stakeholder workshops, a household participation study, and public meetings, as well as other innovative techniques, as part of this process.

Completion of this initial visioning process and related activities will result in a document titled *Preferred Vision for an Integrated Transportation System*. This document will provide the framework for the vision for Michigan's integrated transportation system and describe how the vision promotes progress beyond the existing state system. The MI Transportation Plan Planning Team will draft and review the *Preferred Vision for an Integrated Transportation System*. Once the document has been finalized, it will appear on the MI Transportation Plan Web page for public review; a press release will announce this milestone. The team will use this final document as a reference in the development of future participation activities.

Figure 1 Stakeholder and Participation Process



2.2 Economic Advisory Group

The Economic Advisory Group (EAG), a high-level advisory group selected by MDOT, will provide guidance on all economic issues to be addressed through the MI Transportation Plan participation program. The group will meet in March and June 2006 to help provide continuity between the Transportation Summit and the MI Transportation Plan. The March EAG meeting will kick off the visioning process for the MI Transportation Plan update. At a follow-up meeting in June, the study team will report to the EAG on the subsequent visioning workshops and meetings with stakeholders and the public. Members of the group represent the following organizations:

- Michigan Manufacturers Association;
- Small Business Association of Michigan;
- Intermodal Association of North America;
- Michigan Retailers Association;
- Michigan Commission on Agriculture;
- Michigan Economic Development Corporation;
- Automation Alley Headquarters;
- Michigan Health and Hospital Association; and
- Michigan League of Human Services.

2.3 Stakeholder Interviews

At the outset of the MI Transportation Plan update, the study team will conduct a series of interviews with key stakeholders to identify needs, issues, and concerns from a variety of constituencies. Key stakeholder groups in this process will include, but not be limited to, the following:

- Regional planning agencies;
- Councils of government;
- Chambers of commerce;
- Social service agencies;
- Environmental groups;
- Business owners;
- State agencies;
- Road building/pavement groups;
- Transit organizations; and
- Airport organizations.

The study team will conduct stakeholder interviews during January and February of 2006, using several formats, including a personal one-on-one discussion, group interviews, and by telephone. The interview style will depend on several factors, including the location of the stakeholder and his or her schedule availability.

The purposes of the interviews are to:

- Establish conceptual and organizational continuity between the Summit and the MI Transportation Plan;
- Provide a snapshot view of the public and stakeholder issues to be addressed in the participation process;
- Ensure that the MI Transportation Plan and the PP reflect how the public wants to participate and what tools they will need to provide the informed input so important in the progress of the technical work; and
- Identify additional individual stakeholders and organizations to be included in the MI Transportation Plan development process.

The stakeholder interviews are not intended to be all-inclusive, but rather to serve as a qualitative data-gathering tool used at the outset of the planning process to get a sense of what issues and concerns may be raised when reaching out to the broader public.

Three questions included in the stakeholder interviews specifically relate to input into the PP. These questions and answers are set forth in **Appendix A**.

The interviewers will record the results of the interviews to share with the MI Transportation Plan Planning Team and incorporate them into the development of the document, as appropriate.

2.4 Tribal Consultation

MDOT will take the lead role in all outreach and analysis of needs, priorities, and concerns of federally-recognized Indian Tribes in Michigan. MDOT will directly perform all tribal governmental consultations, including equitable consideration of issues brought forth by the federally-recognized Tribes for evaluation in the development of the MI Transportation Plan. The consultant team will help prepare materials for any presentations and attend meetings in support of MDOT as required.

2.5 Household Participation Studies

To provide an overview of the general satisfaction with the transportation system and identify issues of concern and needs for different sections of the State, the study team will conduct two household participation studies during the development of the MI Transportation Plan and develop its study methodology in coordination with the MI Transportation Plan Planning Team. The input from the general public in these studies will be used as part of the visioning process and will help to assess connectivity between modes, and how well the system is providing mobility and access to essential markets and services, such as health care and employment.

To kick off the visioning process, the study team will conduct a statistically valid household participation study. This survey will elicit public opinion to provide an overview of the level of

public satisfaction with different aspects of system performance, and to ascertain key values the general public holds with regard to the transportation system. The findings will be part of the overall results of the visioning process.

A total of 1,100 Michigan adults will be interviewed for an average of 12 minutes. The survey will be Random Digit Dialed (RDD) with at least four callbacks on each live number over four nights, before starting on a new number.

In order to achieve a sample size large enough to generalize to all seven regions, the study team has set a quota for each region. However, because over 40% of Michigan's population lives in one region (Metro), it is important not to under-sample that region by too much or the statewide sample will have a considerably higher margin of error. As a result, a quota of 300 for the Metro region has been established, 150 each for the next four largest regions, and 100 each for the two smallest regions. **Table 1** shows those quotas and the actual population distribution for the regions.

Table 1 Sampling Breakdown

Regions	2004 census estimates: adult population	Sample, if random	Sample, set by quotas
Metro	42%	458	300
University	15%	166	150
Southwest	9%	103	150
Bay	13%	138	150
Grand	12%	134	150
North	6%	65	100
Superior	3%	36	100

The sample sizes within each region are not optimal regional sample sizes, but given the skewed population distribution across regions and the primary need for statewide analysis, this distribution is the best route to take for the 1,100 interviews.

The study team will conduct the second household participation study after the second round of visioning workshops to collect public input on the *Preferred Vision for an Integrated Transportation System*. Results of this study will be used to develop the framework for the second round of public meetings.

The MI Transportation Plan Planning Team will consider the information collected through these studies in subsequent phases of the visioning process and reference it in the development of marketing materials and information for the MI Transportation Plan.

2.6 Stakeholder Workshops

The study team will conduct three rounds of stakeholder workshops as part of the development of the MI Transportation Plan. Workshop participants will include representative stakeholder groups involved in the Transportation Summit and CSS focus groups, MPOs, and others identified through stakeholder interviews, MDOT databases, and the like. Each round will consist of three workshops held at various locations around the State. During each round, workshops will be held in different locations to allow for greater participation across the State.

All workshops will be highly interactive and “hands on.” There will be few presentations; instead, participants will break into small facilitated groups. Detailed graphics and visuals will inform and educate participants. At the workshops, participants will review and comment on work done to date to ensure that it reflects the needs and concerns of the public. The study team will provide comment/evaluation forms at each workshop that will build on format and content issues.

2.6.1 Round 1

The first round of workshops will follow the visioning meeting with the EAG. Participants will review and refine concepts developed by the EAG and the Transportation Summit, and identify missing information or modifications. Once they review these concepts, the workshop participants will define what issues or modifications need to be addressed in advancing the visioning and planning process for the MI Transportation Plan.

Participants also will review the results of the initial household participation study. Workshop participants will incorporate key issues identified in the household participation study into the vision from the EAG.

The first round of workshops will be held March 8 through 10, 2006, in Lansing, Escanaba, and Detroit. The outcome of this first round of workshops will be a refined evolving vision to be brought to the public at the first round of public meetings for review and comment.

2.6.2 Round 2

The second round of workshops will give participants the opportunity to respond to public input from the first round of public meetings and the visioning process. The workshops will include a presentation and interactive small group discussion of the technical progress of the MI Transportation Plan. During this round, one potential activity is the application of MDOT’s audience response system. Use of this system will be discussed and considered closer to the time of the meetings. The second round of workshops will be held June 23 through 30, 2006, in Grand Rapids, Marquette, Grayling, and Detroit.

2.6.3 Round 3

The third round of workshops will occur during the rollout of the draft MI Transportation Plan. Participants will review the findings of the second round of public meetings and the second

telephone interview. These workshops also will elicit input on how to begin to implement the MI Transportation Plan.

The third round of workshops will also lead to public input using CommentWorks via the project Web page. This will give the public an alternative way to review and comment on the MI Transportation Plan. CommentWorks also will be available throughout the study for the public to provide input and comments on any items posted on the Web site, or to simply provide comments about the study.

The outcome of this round will be a series of comments on the draft MI Transportation Plan. The third round of workshops is scheduled to take place from November 13 through December 15, 2006, in Detroit, Lansing, Escanaba, and Gaylord.

For each round of workshops, the study team will review and summarize the comments and suggestions received. The team will then recommend revisions to the emerging MI Transportation Plan that will address stakeholder concerns.

2.7 Public Meetings

The study team will conduct two rounds of public meetings during the development of the MI Transportation Plan. Each round will consist of up to eleven meetings, one in each MDOT region, one statewide meeting to be held in Lansing, and additional meetings added as necessary in larger regions.

The purposes of the public meetings are to:

- Inform and educate the public about the vision from the EAG, the Summit, and other existing plans;
- Receive public input and comment on changes, actions, and decisions identified in the stakeholder workshops; and
- Explicitly address key issues found important to the public in the household participation studies, or in previous rounds of public meetings.

Public meetings will use a variety and mix of formats, including open house, presentation, and audience engagement. Language translators will attend the meetings as necessary. All meeting facilities will be handicapped accessible and held at convenient and accessible locations and times, especially in urban areas where public transit services are available. Upon request, meeting materials will be available in alternative formats such as large print, Braille, and audio tape.

The study team will develop informational materials and PowerPoint presentations for each round of public meetings. For the first round, the PowerPoint presentation will be a 5-8 minute looping PowerPoint with voiceover. The presentation will provide background on the project,